



## **Declaration to promote Good Practices in Maritime Transport for the Protection of the Marine and Coastal Environment**

We, the representatives of the States in the spirit of our approach to the 14th United Nations Sustainable Development Goal;

Considering the importance of voluntary measures needed to be put in place by economic actors;

Considering the importance of the good state of marine and coastal environment, the protection of marine mammals, the reduction of emissions of air pollutants and greenhouse gas, the good management of ballast water, the inclusion of the fragility of the environment in the ways of navigation and the awareness of passengers on cruise ships and passenger ferries;

1. We encourage companies operating our respective flag vessels and shipowners of our countries, irrespective of the flag of their vessels, to adhere to the charter annexed to this declaration;
2. We commit ourselves to progressively adopt these practices on state ships of our country.

# Charter for Good Practices in Maritime Transport for the Protection of the Marine and Coastal Environment

Maritime transport is essential to the global economy. It accounts for more than 90% of world trade in terms of volume. It is an efficient mode of transport from an environmental point of view. The International Maritime Organization (IMO) is the organization of reference for maritime transport measures. Given the climate emergency and biodiversity loss, some stakeholders wish to engage in undertakings in addition to their obligations. Thus, the shipping companies signatories to this declaration affirm their willingness to contribute to the protection and enhancement of the marine environment, with a view to sustainable development.

Signatories undertake, voluntarily and in addition to their regulatory obligations, to implement specific actions in all or some of the following areas:

## PROTECTION OF CETACEANS

Contribute to the protection of marine mammals where they are present, in particular in sanctuaries and areas important for marine mammals, by:

- Exercising enhanced surveillance from the bridge;
- Participating in any collaborative arrangements to report and share the positions of cetaceans with a view to avoiding collisions with ships.

## REDUCTION OF THE UNDERWATER NOISE IMPACT OF SHIPS

Minimize the underwater noise impact of ships, in particular by:

- Adapting ship behaviour;
- Complying with IMO guidelines for the reduction of underwater noise from maritime transport;
- Being granted an underwater noise notation by a classification society.
- Opt for technologies such as propulsion, which are known to reduce underwater noise, when building ships.

## DECREASE OF ATMOSPHERIC POLLUTANT AND GREENHOUSE GAS EMISSIONS

Opt, wherever possible and especially near coasts and in ports, for systems such as dockside electrical connections that reduce sulphur oxides, nitrogen oxides and particles beyond regulatory thresholds, or for fuels such as liquefied natural gas that achieve the same goals.

Use technologies and adopt behaviours that reduce greenhouse gas emissions.

## STRENGTHENING OF TIES WITH THE SCIENTIFIC SECTOR

For ships regularly transiting through Marine Protected Areas (MPAs), establish collaborative ties with the manager of the MPA concerned to determine the most appropriate joint actions (transmission of observations, data collection, adaptation of routes, etc.).

## FIGHT AGAINST INVASIVE SPECIES

Seek to effectively implement the International Convention on the Management of Ballast Water by equipping vessels with treatment systems and starting to use them as soon as possible, prior to the regulatory deadline.

## OPTIMIZATION OF ENERGY PERFORMANCE

Optimize the energy performance of ships wherever possible, and adapt their equipment or management accordingly (hull maintenance, propeller adaptation, trim optimization, speed reduction, etc.).

## SPECIFIC ACTIONS BY PASSENGER SHIP COMPANIES

For cruise lines and ferries, minimize the impacts of coastal zone use and contribute to the management of MPAs by:

- Raising passenger awareness of environmental protection, work carried out in MPAs and the financial support required for this work (for example, by encouraging donations, including direct contributions on each ticket, etc.);
- Working with the States visited to better take into account criteria for the preservation of coastal biodiversity and the living environment of local populations (distance from coasts and coral reefs, mangroves and seagrass, etc.) when defining sea routes, wherever possible.

## GOVERNANCE OF THE CHARTER

The Charter is not a labelling mechanism, but the labelling initiatives undertaken by ship owners may be recognized within the Charter framework. The governance of the Charter is based on the principle of transparent information. Undertakings are published by the State in which the ship owner has its head office. Ship owners who sign the Charter undertake to communicate the elements required to demonstrate their effectiveness to any person who so requests.

## EVOLUTION OF THE CHARTER

This Charter may evolve, particularly to take into account future regulations and environmental issues.